GOVERNMENT OF MADRAS. 50,000—4-11-49. Secl. II-28.

P.W (1953) Department.

~~Endorsement~~

~~D.O.~~

Memorandum

~~Lodged~~

No. 10335 OA/53-1

Dated 11-1-1954

Passed
Kon
Sripath
8
11/1/54

FURTHER PAPERS.

Department.	Number.	Series.	Date.

The South Kanara District Advancement Association,

THE DISTRICT COLLECTOR,
PRESIDENT.
A. B. H. DICKSON, Esqr.,
& RAO BAHADUR N. M. ADYANTHAYA, B.Sc.(Edin.),
VICE-PRESIDENTS.
RAO SAHIB P. RANGANATHA PUNJA, B.A., B. L.,
& SRI T. M. ARANHA,
JOINT SECRETARIES.

RAMA BHAVAN,
CODIALBAIL.
MANGALORE, S. KANARA.

23rd Nov. 1953.

CHIEF MINISTER'S OFFICE
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102250

PUBLIC WORKS DEPARTMENT
SECRETARIAT
1 DEC 1953
ASST. SECRETARY

From:
P.R.Ranganatha Punja.
Hon'y Secretary.

To,

Sri.C.Rajagopalacharier,
Chief Minister to the Govt. of Madras.

PWD

Dear Sir,

I wish to place before you two subjects, while thanking you for granting me this interview. One of them is the necessity of providing a roadway on the Netravathi bridge and the other is the necessity for dredging the mouths of the 19 rivers that traverse the South Kanara district.

1. Roadway on the Netravathi bridge. Our association has been urging for this roadway for very many years now, The cost has been estimated lately at roughly 3 lacs of rupees. The bridge was opened in November 1907 and is 2600 ft.long. At the same time the people of Malabar had been pressing for a roadway on the Baliapatam bridge, which is 2000 ft long, but opened several years earlier, and its cost was estimated at 6 lacs. The latter

P.T.O

is now an accomplished fact. We hope, under your regime a roadway will be opened on the Netravathi bridge also. Its importance lies in the fact, that it will be a great boon to the poor labourers who work in our tile factories. Very recently we collected figures from the factory owners & found that 3000 labourers use the bridge, morning & evening, and to this must be added, at least, another 2000 villagers and it will serve the cause of 5000 pedestrians. There is a footpath on the bridge now, but no cattle are allowed over it, and during the 4 rainy months, it is impossible to walk over it with open umbrellas. There have been deaths due to drowning, when labourers attempted to cross by boats, and no jangal is provided. Another important factor to bear in mind is that the city of Mangalore which was spread along the two river banks is now growing northwards & inland and gradually we are losing the benefit of the waterways. On the southern bank of Netravati we have the town of Ullal with a population of about 20,000 and the opening of the roadway will become a useful link between the two and the growing population of Mangalore will begin to settle down in Ullal and the river will become the centre of the growing city. We have addressed the Mangalore Municipality to open an approach road to the Netravati bridge & they have agreed to do so and also to agitate the question of the roadway along with our association.

3/ Dredging the Mouths of Rivers. - is a very important work in the interests of food production in S.Kanara. The Netravati river was in flood in 1922 - 23 & inflicted severe loss and so did the Gurpur river in 1942 -43.

The South Kanara District Advancement Association,

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CODIALBAIL,
MANGALORE, S. KANARA.

Sri. Bhaktavatsalam when he was Public Works Minister went on a cruise to see the site where a separate opening could be made for the Gurpur river in connection with the scheme for making Mangalore an all weather port. At our request even before he did so, figures were collected, by the Revenue department, and it was found that up the Gurpur river to a distance of 28 miles crops were affected by floods and 6 to 7 thousand acres on either bank was left fallow for the 1st crop, because of floods. The land owners who are thus prevented from raising the 1st crop sell the clay to the tile factories and the level is lowered further & thus a vicious circle is set up. If the mouth of the river is opened during the monsoons and dredged up to a short distance the flood water will by itself cut the bed deeper. All our rivers are bunded up at short distances by temporary mud and wattle bunds to enable ryots to raise the crop. Though little by little, these bunds which are washed off during the rains, help to raise the level of the bed of our rivers. We learn that in ancient times the ryots used to combine and work together to deepen the river beds, but this practice seems to have been given up long ago. The only solution seems to be to invite foreign technicians

equipped with suitable and small cutter-suction dredgers to do the work for the govt.under one of the plans for reconstruction. We have represented these particulars to Sri.S.K.Doy,and our Governor Sri.Sri. Prakasa.

Our major rivers are the following :-

1) Gangully (2) Sitanadi (3) Bhadragiri (4) Kalianpur (5) Udiavar (6) Shambavi (7) Pavanje (8) Gurpur (called Pulani) (9) Netravati (10) Kumardhari (11) Manjeshwar (12) Uppala (13) Sheere (14) Kumble (15) Mogeral (16) Chandragiri (called Payaswani) (17) Bekal (18) Charvathur (19) Neeleshwar.

With best regards

I remain,

Yours faithfully,

K Mangaonathe Pai

P.W.(A2)

Memo.No.103350-A/53-1 Dated: 11.1.54

Sub: COMMUNICATIONS - Bridges - South Kanara District - Decking of Netravathi railway bridge for road traffic - Dredging mouths of rivers to facilitate irrigation.

Ref: From the South Kanara Dt. Advancement Association, letter d/23.11.53

....

The question of decking the railway bridge over the Netravathi river for allowing road traffic was previously considered by the Govt. The General Manager, Southern Railways, reported that from the railway point of view it was not feasible to agree to the proposal.. The Govt. also considered the proposal to extend the foot paths on both sides of the bridge now existing so as to provide road-way for vehicular/road traffic but/found that it was not feasible to do so as the girders were not strong enough to take any extra load. A pucca road bridge across the river is estimated to cost about Rs. 60 lakhs. In view of the present financial stringency and as there is a regular ferry and railway service the Govt. regret their inability to take up this costly bridge work now.

2. The question of dredging the mouths of the rivers in the district is separately under examination.

The Hony. Secretary
The President, South Kanara Dt. Advancement Association, Rama[illegible]
[illegible], Codialbail,
[illegible]ection.

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P.W.(A2)

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2. The question of dredging the mouths of the rivers in the district is separately under examination.

To The Hony. Secretary
The President, South Kanara Dt. Advancement Association, Rama Bhavan, Codialbail, Mangalore.

Copy to 'J' Section.

C.No. 103350A/53

Sub: Communications - Bridges - S.Kanara Dt. - Decking of Netravathi railway for road traffic - Dredging mouth of rivers ~~and~~ to facilitate irrigation.

Ref: From the South Kanara Dt. Advancement Association letter dt.23-11-53.

The letter on pp-1-4 cf. may be read. The S.Kanara Dt. Advancement Association has made the following requests:-

para 2 pp1-2 cf

para 3 pp2-4 cf

(1) The Netravathi railway bridge may be decked for road traffic; and

(2) The mouths of the 19 rivers that traverse the S.Kanara Dt. may be dredged to facilitate raising of crops.

2. Request (1) Decking Netravathi Railway Bridge:

The question of decking the railway bridge over the Netravathi for allowing road traffic was considered previously. The ~~General~~ General Manager, Southern Railway reported that from the railway point of view it was not feasible to agree to the proposal. The proposal to extend the ~~existing~~ foot paths on both sides of the bridge now existing so as to provide road-way for vehicular road traffic was also considered and found not feasible as the girders were not strong enough to take any extra load.

Vide para 3 on p 6 n 1/(D)

[Mem. No. 54162 A/52-1 15-7-52 Confl Removed]

In regard to the construction of a 'road' bridge over the Netravathi the C.E.(H) reported that as there existed a ferry service across the river in normal times and a railway service at all times and foot paths in the railway bridge over the river for pedestrian traffic, the case for constructing a pucca bridge (estimated to cost Rs 60 lakhs) over the river would arise only after all the demands of bridges urgently required on more important arteries of traffic in the district were met and not at least for the next 15 years. This view was accepted by the Government.

In the circumstances no action is called for

on the present request of the South Kanara District Advancement Association.

9/12.53

Kuw
9.12.53

Thro' T.P.

Para 3 on pp. 2-4 c.f.

On a similar representation, made to the Governor in April 1953; a report has been called for from the C.E. and it is awaited. Hence no action is called for on this.

N 14/12/53 Nehru

M 15.12.53 ADC

A copy of his letter in the current file should be added to the file referred to at A above and communicated to the C.E. in continuation of the reference already issued.

17.12.53

The Association may, perhaps, be apprised of the position as in the draft memo below.

9/5.1.54

M 11.1.54

(Issued as Memo No. 10335-A/53-1 dated 11.1.54)